DEPARTMENT OF STATE A/CDC/MR
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RDS ☐ or XDS ☐ EXT. DATE
TS AUTH. REASON(S)
E DCRSE EXISTING MARKINGS ☐
DECLASSIFIED ☐ REMARKS ☑
RELEASE DENIED ☐
PA or FOI EXEMPTION

Delivery Schedules

Q: What is the delivery schedule for each of the three proposed sales? How do these mesh with the technical and absorptive abilities of the nations involved?

A: The tentative delivery schedules follow:

Country/Aircraft	Deliveries Begin	End
Israel - F-16	4th Qtr '81	3rd Qtr '83
Israel - F-15	3rd Qtr '81	1st Qtr '82
Saudi Arabia - F-15	3rd Qtr '81	2nd Qtr '84
Egypt - F-5	10 - 3rd Qtr '78	
	20 - 2nd - 4th Qtrs '79	
	30 - 3rd Qtr-'80, 2nd Qtr '81	

With regard to the absorptive abilities of the three nations involved, the delivery schedules take this factor into account. Israel already operates the F-15 and has amply demonstrated the technical skills to operate the F-16. Egypt should have little difficulty with the F-5 which is a relatively simple aircraft with a history of reliability; the Egyptians have had extensive experience in operating and maintaining Soviet-built aircraft. Saudi Arabian absorptive ability is discussed in some detail in the classified study on the military balance in the Persian Gulf region which Secretary Vance forwarded to Chairman Zablocki on February 17, and in the DOD analysis of the

Saudi request for F-15 aircraft, transmitted to Chairman Zablocki on March 8. These studies concluded that, although there are assimilation problems, the Saudi Air Force should be able to meet the manning requirements for operating the F-15s in consonance with the delivery schedule. The first deliveries of F-15s in Saudi Arabia will be in 1982; deliveries in 1981 will be made in the U.S. for training Saudi personnel here.

DOD analysis of each of these sales confirms that we can meet these commitments without creating any manpower or technical shortages in the U.S.